

## RAILROAD MAGNATES FEAR DISTURBANCE

Harriman Seeks to Raise Freight Rates, But Is Defeated.

NEW YORK, July 17.—Fearing a disturbance to business, which might cost the Republican candidate thousands of votes in the coming Presidential election, heads of all the big Eastern trunk lines, have refused to raise rates at this time, and E. H. Harriman, who advocated the move, today stands defeated.

President George F. Baer, of the Reading, led the opposition to Harriman at an all-day fight in the rooms of the Eastern Trunk Lines' Traffic Association here. Harriman declared that an increase in freight rates was vital to the success of the Erie and kindred lines, and he was seconded in his efforts by Vice President Brown, of the New York Central.

"We need the money," said President Underwood, of the Erie, "but the question is whether this is the time to make an increase. The conference decided that it is not." And refusing further comment he departed.

Opposition by President Roosevelt to the proposed increase and the bitter fight the National Association of Manufacturers will make against higher rates, while not admitted the cause of the action of the railroad heads, is generally believed to have had influence, and the fact that the manufacturers' association traffic committee is to meet in Chicago in a day or so is declared to have acted as a deterrent force against the increase Harriman desired.

Should increased rates be made—and it is still possible that they may be before long—it is declared that the National Manufacturers will join with the National Prosperity League in a protest to the Interstate Commerce Commission, which it has already been announced, will grant a rate hearing immediately if a new schedule is filed.

Those who attended the conference here were E. H. Harriman, G. F. Baer, of the Reading; W. C. Brown, of the New York Central; F. A. Delany, of the Wabash; G. F. Randolph, of the Baltimore and Ohio; L. F. Loebe, of the Delaware and Hudson; W. L. Truesdale, of the Delaware, Lackawanna and Western; Oscar G. Murray, of the Baltimore and Ohio; James M. Crea, of the Pennsylvania; W. B. Thomas, of the Lehigh, and P. D. Underwood, of the Erie.

## Rates Must Advance, James T. Harahan Says

NEW YORK, July 17.—James T. Harahan, president of the Illinois Central, arrived today on board the steamship Mauretania after a two months' tour of Europe. His first words were in regard to the railroad situation in the United States.

"One of three things must occur," said Mr. Harahan. "Freight rates must go up, wages must be reduced, or the business of the railroads must increase materially. I know it may not be time to talk this way at this time, but I am not a politician, I am a railroad man, and the railroad business is what interests me."

## TAFT MADE HOPEFUL BY BRYAN QUITTERS

(Continued from First Page.)

Taft tomorrow, and will in all probability, ask him to prepare to name his successor in the White House.

## Foraker Refuses to Talk On Subject of Successor

Senator Joseph B. Foraker of Ohio did not seem particularly worried over the opposition to his candidacy for the Senate, as he passed through Washington yesterday afternoon for Northeast Harbor, Me.

"There will be a number of candidates to succeed me, apparently," he said, when asked about the aspirations of Theodore E. Burton, Myron T. Herrick, Wade Ellis, and possibly others, including Charles P. Taft, the brother of the Republican nominee for President.

"However, there will be time to talk about that after we have elected a Republican Legislature," he said. "This is the main thing at the present time."

Senator Foraker said that he had been so busy recently that he had not had time to look over the political situation in his State. Ohio people, he said, had not as yet become very much interested, presumably waiting for the final nominations and letters of acceptance to be made.

"Judge Taft will carry the State, I am sure," said Mr. Foraker. "Although I don't like to name majorities," he said. Senator and Mrs. Foraker will remain in Maine until the middle of August.

## NAPS ARE WILLING TO TAKE WADDELL

ST. LOUIS, July 17.—The Cleveland club stands willing to take "Rube" Waddell off McAlleer's hands, if the manager of the Browns desires to turn him loose.

Lajoie will trade "Heinie" Berger for Waddell or purchase George Edwards' release outright, but it is far from a sure thing that Waddell will go. McAlleer was disgruntled with the "Rube" for the miserable form he displayed in Chicago. In Philadelphia, though, came a sparkling performance. This Waddell back in good standing, but in Washington he bobbed up with another game.

He has got to steady up or he will be dropped, and as Cleveland is one of the few teams that stands willing to give him a nap, Waddell will probably become a Nap.

## WILLIE'S PRECAUTION

Willie had not been a very good boy that day, and in consequence of certain inexcusable derelictions he had been sent to bed with the sun. After supper his father climbed the stairs to the youngster's room, and, throwing himself down on the bed, alongside of the delinquent, began to talk to him.

"Willie," he said, gravely, "did you say your prayers before you went to bed?"

"Yes, sir," said Willie.

"And did you ask the Lord to make you a good boy?" asked the parent.

"Yes," said Willie, "and I guess it'll work this time."

"Good," said the father. "I'm glad to hear that."

"Yes," said Willie, "but I don't think we'll know before tomorrow. You've got to give the Lord time, you know."

"And what makes you think it'll work this time, my son?" queried the anxious parent.

"Why, after the Amen I put in an R. E. V. P.," explained the boy—Harper's Weekly.

## Airship Being Built at Fort Myer; Trials Will be Started Soon

Aeronauts and army officers who look to the development of the art of war in the fourth medium—the air—are beginning to center their attention upon Fort Myer, where the army signal corps is soon to determine by actual experience what part aerial maneuvers can be made to play in the American hand in the warfare game.

Captain Baldwin's dirigible balloon, which he has built according to army specifications, has been shipped here and is being assembled. In a few days it will be put through the paces prescribed by the Signal Corps. It is not built on so large a scale as the Zeppelin dirigible, nor is it expected to establish a record for air craft. Yet the trials, if successful, will be important as marking the beginning of a period of development of air navigation by the army.

Wright Machine to Be Tried. Next month the Herring and Wright aeroplanes will be tried out under the most exacting conditions. These trial flights are expected to be the longest attained, the specifications calling for a machine that will remain in air for an hour. The trials will also be the first notable public demonstration of the Wright machine which has been the great mystery of the aeronautic world. General Allen and officers of the Signal Corps, are counting upon these trials to bring home to Congress the practicability of air navigation. If success is attained an appropriation will be asked to enable the corps to devote its energies to building up an aerial fleet and encouraging inventors in perfecting mechanical aerial flight.

Langley Paved Way. This feature of the trials is by far the most important. Since the experiments of Prof. Langley on the Potomac which, although they did not solve the problem of flight, went far toward perfecting the necessary mechanical apparatus, Congress and as a consequence, the army, have looked upon aerial flight as a chimerical notion. The ridicule following Langley's experiments had much to do with his death and the subsequent praise of his work by all scientists has tended to make the national legislators more charitable and less cautious.

If the aeroplanes and dirigibles are fairly successful in answering army requirements it is probable that Congress will appropriate a sum sufficient to take up this work in earnest.

There is in America no lack of inventors. General Allen, of the Signal Corps, has kept well in touch with them. Besides there are hundreds of aspirants, many of them cranks, who deluge the department with all manner of suggestions, plans and even miniature ships of the air. If the army takes up the question there is no doubt that in a few years the United States will be abreast of any nation in aerial equipment.

Strong Wind Helps Return Flight of Brighton Beach Aviator.

NEW YORK, July 17.—The perseverance of Charles K. Hamilton, a young aeronaut, has brought its reward, and today he has two of the most successful airship flights ever made in this country to his credit. His trials, which he has been making at Brighton Beach, were interrupted by a dead wind which he had to make a steel blade against the gas bag, causing a leak that brought a rapid descent. Just as several thousand persons expected him to be killed, a strong wind helped him to return to the beach. He landed safely and was rescued by a yacht.

His nerve returned, last night, and he took up the Brighton twice, having it as well under control as he was the first time. The airship, which he called "The Brighton," is a small, single-engine craft in the shape of a blimp, with a steel frame and a gas bag.

Friday night a week ago a rope became entangled in the propeller of his airship, the Brighton, and he landed a steel blade against the gas bag, causing a leak that brought a rapid descent. Just as several thousand persons expected him to be killed, a strong wind helped him to return to the beach. He landed safely and was rescued by a yacht.

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LEAVES OFFICE

BUILDING INCREASE DISTINGUISHES JUNE

District Permits Aggregate \$1,203,883, an Advance of \$454,676.

Easier money conditions are ascribed by Thomas Francis, Acting Inspector of Buildings, as responsible for an increase of \$454,676 in the building operations of the month of June over the preceding month.

Five hundred and thirty-six building permits, involving an expenditure of \$1,203,883, were issued in June. This is taken by Mr. Francis as an indication of restored confidence.

The permits include: Ninety-eight brick buildings, \$502,350; seventy-five frame dwellings, \$777,575; four garages, \$190,000; two stores, and dwellings, \$11,740; one apartment house, \$10,000; one store and office, \$12,000, and five stables, \$12,000.

The following summary will show the distribution of improvements in the different sections of the District, and the value of same:

Buildings—North-east, \$97,500; south-east, \$2,800; south-west, \$7,650; north-west, \$157,200; county, \$777,255. Total, \$1,082,405.

Repairs—North-east, \$5,512; south-east, \$5,535; south-west, \$1,725; north-west, \$94,400; county, \$27,215. Total, \$112,487.

LEAPS INTO RIVER, BUT CAN'T KEEP UP

Serris Sees Others Swimming and Thinks It's Easy—Rescued With Grappling Hook.

William Reynolds, who has rescued more persons from drowning in the Potomac than any man in Washington, saved another life yesterday.

Jabez W. Serris, fifty years old, a carpenter, of 1718 Wisconsin avenue, believing he could swim jumped overboard from the wharf at the foot of Thirty-third street. He sank immediately.

Coming to the surface, he called for help. Fully a dozen boys and young men were swimming in the vicinity, but apparently they did not hear him, as none of them went to his assistance. Serris finally disappeared beneath the surface.

Reynolds, who conducts a bathhouse at the foot of Thirty-fourth street, attracted by the man's cries, put out in a small boat with his brother, Charles, and rowed for the Thirty-third street wharf. The man had been beneath the surface nearly five minutes when Reynolds reached the scene. The latter dragged Serris to the surface with grappling irons and resuscitated him.

HER VOICE RUINED, SHE SEEKS DEATH

Wife of Standard Oil Magnate Made Despondent by Tuberculosis of Throat.

PASADENA, Cal., July 17.—Mrs. Walter Teagle, wife of a Standard Oil official, of Cleveland, clings to life, though she has little chance of surviving her attempt last night to commit suicide.

"Mrs. Teagle has not been conscious since the shooting," said Dr. Sherk, the attending physician, last night. "A bullet entered the right temple and passed upward through the least dangerous portion of the brain and came out two inches to the left of the medial line. The bullet was found in the woman's hair where it dropped after leaving the head."

Mrs. Teagle was a singer of note. She suffered from tuberculosis of the throat and was despondent because of her ill health. She had recently returned from Europe, where she consulted specialists, and was told there was no hope of saving her voice. When she learned this she threatened suicide, but was persuaded to come to southern California to try a long rest.

SUBJECT IS "AFTER DEATH."

The Rev. E. H. Swem, pastor of the Second Baptist Church, of this city, has announced that he will deliver a sermon next Sunday night on the subject, "Shall We Know Our Loved Ones After Death?"

BLUE FRONT

"The Cleanest Meat Shop in Town"

930 Louisiana Ave. N. W.

NOTABLE SPECIALS

In Quality Meats

—Saturday is the big sales day here and the day for big values.

There is much to interest you at this Meat Market. Every sort of first grade meat you want is on sale, and at a price much lower than quoted by your dealer. Leave your order with us tomorrow. Goods delivered everywhere.

SPECIAL EXTRA

Pork Loin Roast.....12c  
Pork Loin Chops.....12c  
Fresh Spare Ribs.....9c  
Smoke Spare Ribs, fancy, 9c

BEEF

Prime Rib Roast.....12c to 15c  
Ribs of Beef, 12 to 20 lbs.....11c  
Sirloin Steak.....15c  
Porterhouse Steak.....18c  
Round Steak.....15c

VEAL

Legs.....15c  
Loins.....15c  
Shoulders.....12c  
Breasts.....12c  
Veal Chops.....18c

LAMB

Hind Quarter Lamb.....18c  
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